

FIG.1

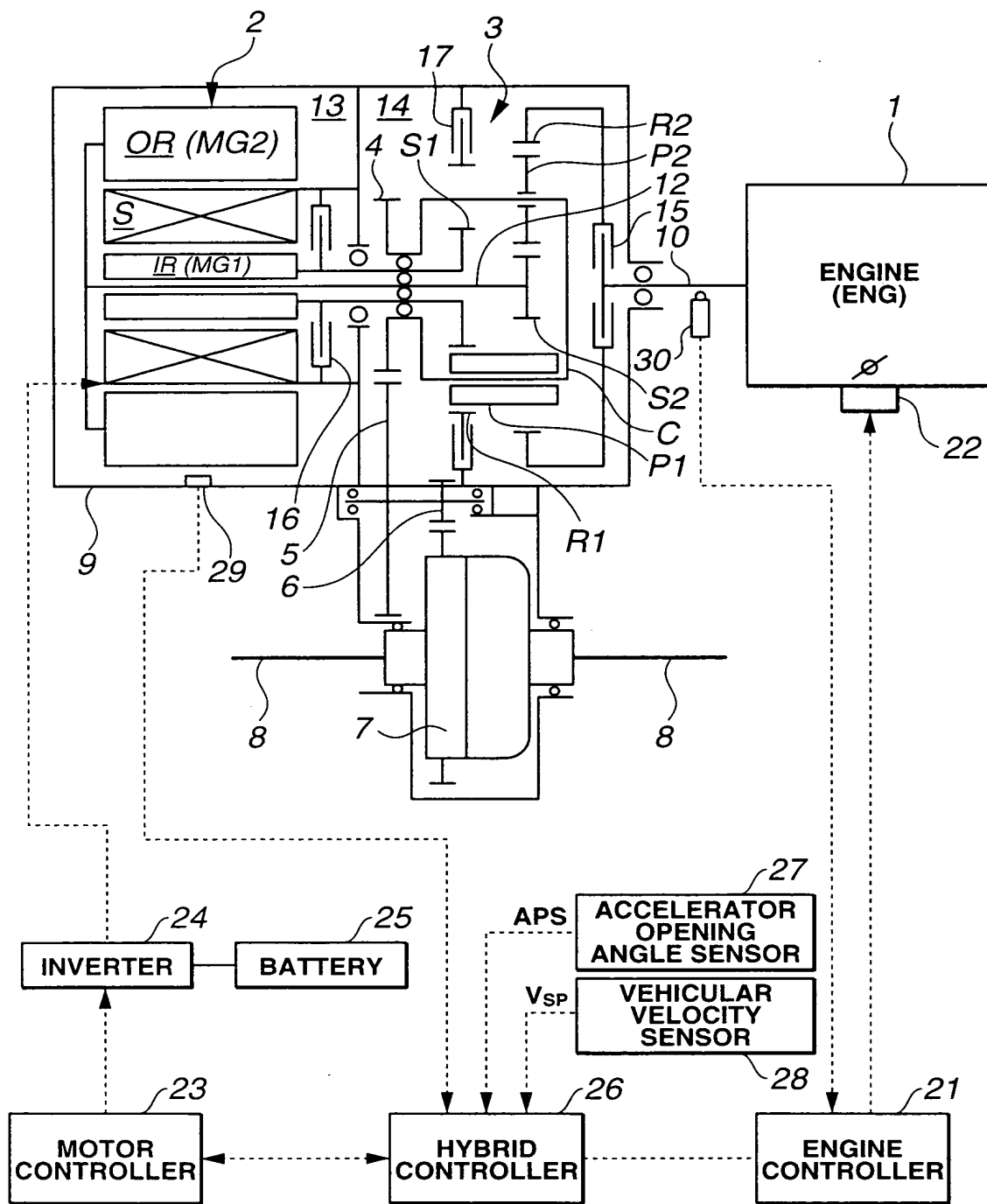
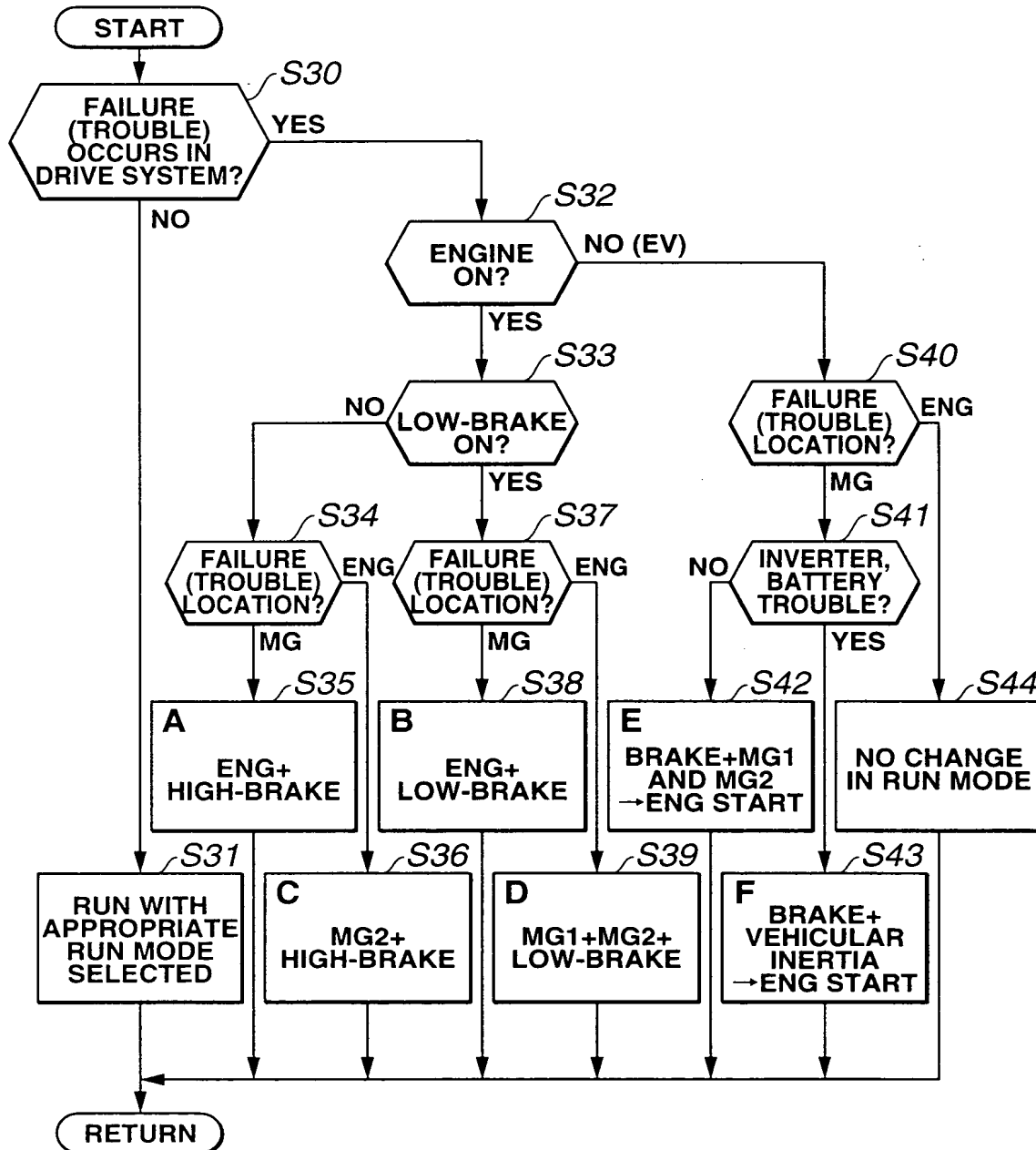


FIG.2



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RUN MODE						
	BRK CLUTCHING DIRECT POWER DISTRIBUTION RUN	High-BRK CLUTCHING RUN (ENG-on)	Low-BRK CLUTCHING RUN (ENG-on)	MGin+MGout (EV) RUN (ENG-off)	High-BRK CLUTCHING EV RUN (ENG-off)	Low-BRK CLUTCHING EV RUN (ENG-off)
TROUBLE LOCATION						
	MGin (=MG1)	A High-BRK CLUTCHING+ENG	B Low-BRK CLUTCHING ENG (+MGout)	High or Low-BRK CLUTCHING+ ENGINE START WITH MGout	ENGINE START WITH High-BRK CLUTCHING+ MGout	ENGINE START WITH Low-BRK CLUTCHING+ MGout
	MGout (=MG2)		Low-BRK CLUTCHING ENG (+MGin)	ENGINE START Low-BRK CLUTCHING+ MGin		
	INVERTER OR BATTERY		Low-BRK CLUTCHING ENG	ENGINE START WITH Low-BRK OR High-BRK+ VEHICULAR INERTIA		
ENG	High-BRK CLUTCHING+MGout	C	D Low-BRK CLUTCHING+ MGin+MGout			NO CHANGE IN RUN MODE

TROUBLE
LOCATION

FIG.4

TROUBLE LOCATION	TROUBLE DETERMINATION
MG INNER (ROTOR) MG OUTER (ROTOR)	1) DETERMINE MG ERROR ACCORDING TO MC FAILURE SIGNAL 2) DETERMINE ERROR FROM A RESULT OF COMPARISON OF COMMAND REVOLUTION SPEED AND OUTPUT AXLE REVOLUTION SPEED 3) DETERMINE ERROR FROM A RESULT OF COMPARISON BETWEEN COMMANDED TORQUE AND A TIME DIFFERENTIAL VALUE OF OUTPUT SPEED
INVERTER	1) DETERMINE INV ERROR ACCORDING TO MC FAIL SIGNAL 2) DETERMINE INV ERROR BY COMPARING POWER ON ERROR (CURRENT AND VOLTAGE) AT THE DC SIDE POWER SUPPLY (CURRENT/VOLTAGE) WITH OUTPUT ERROR AT AC SIDE
ENGINE	1) DETERMINE ERROR ACCORDING TO FAILURE SIGNAL OF ENGINE CONTROLLER 2) DETERMINE ERROR BY COMPARING A COMMAND SPEED WITH A UNIT INPUT SPEED
BATTERY	1) DETERMINE ERROR ACCORDING TO FAILURE SIGNAL OF BATTERY CONTROLLER 2) DETERMINE ERROR BY COMPARING HCM ACCUMULATED VALUE WITH BATTERY OUTPUT VOLTAGE

FIG.5

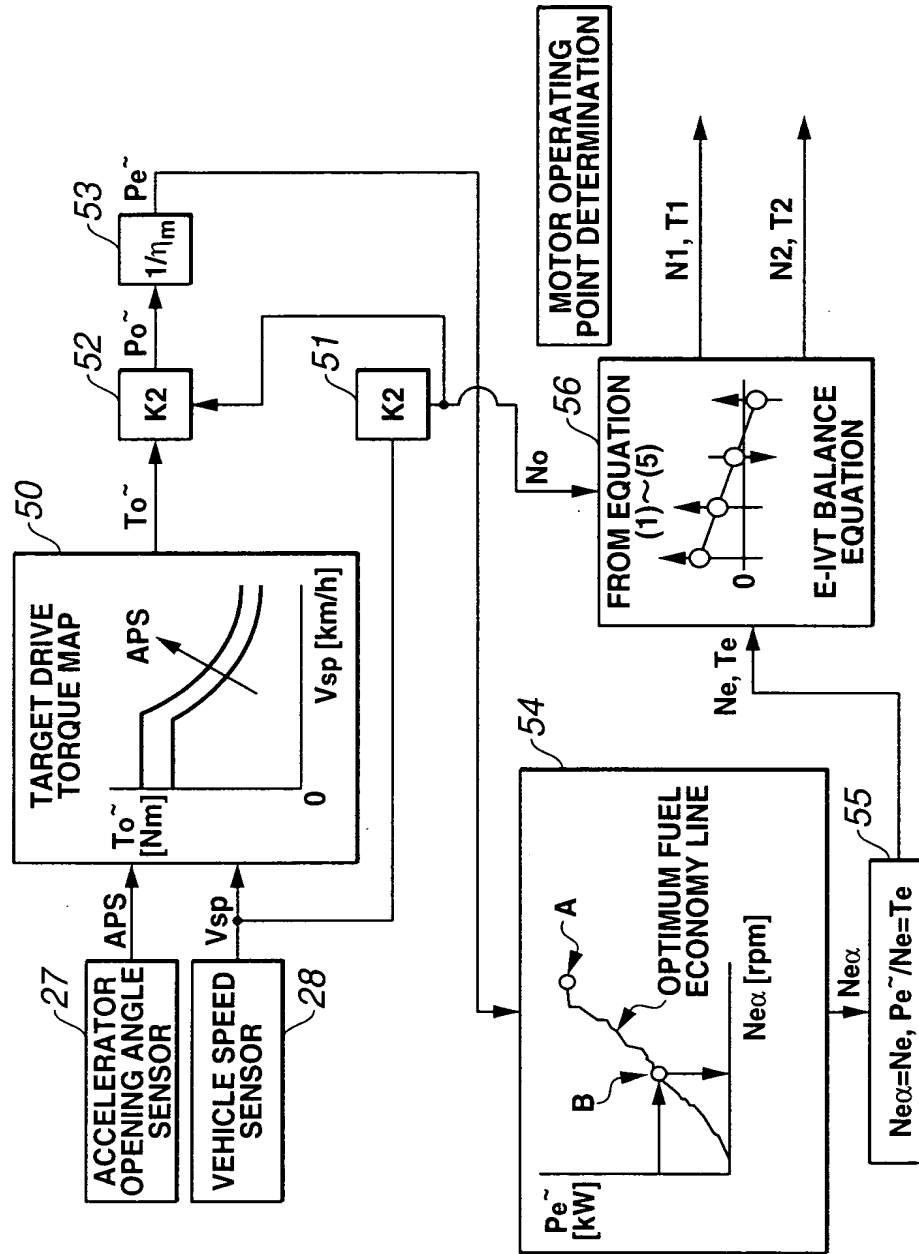


FIG.6

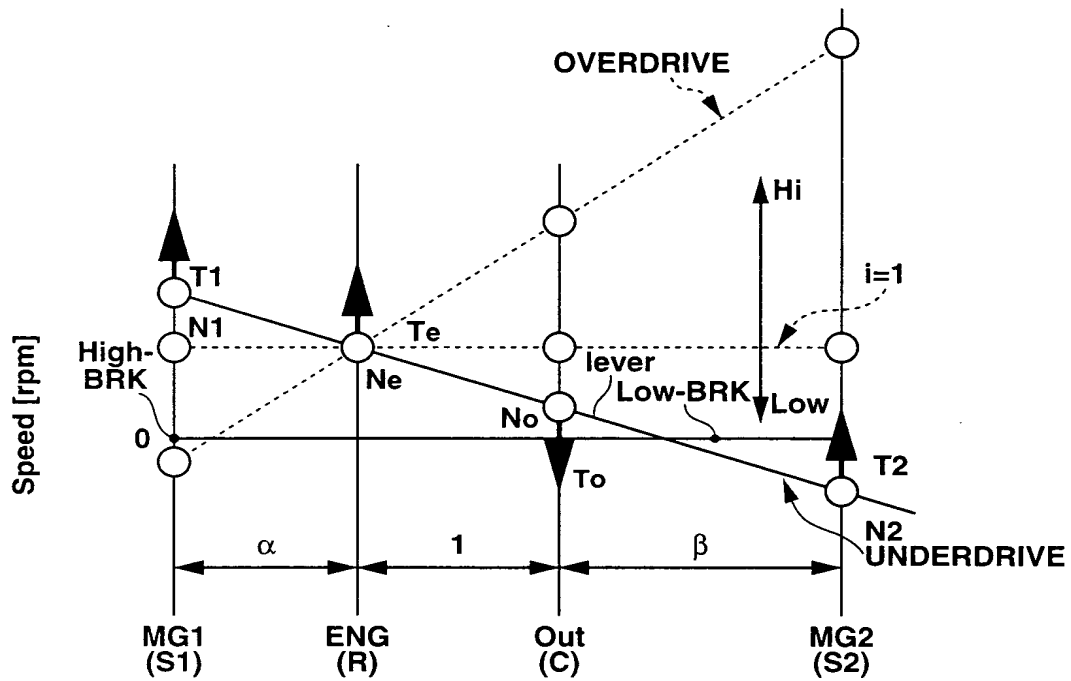


FIG.7

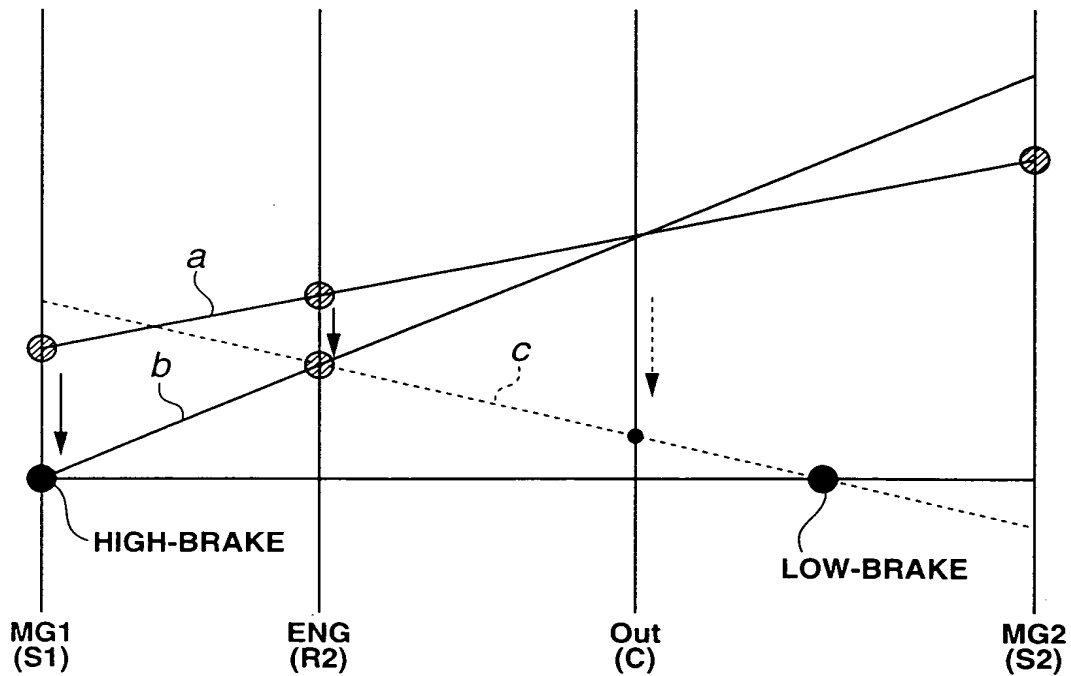


FIG.8

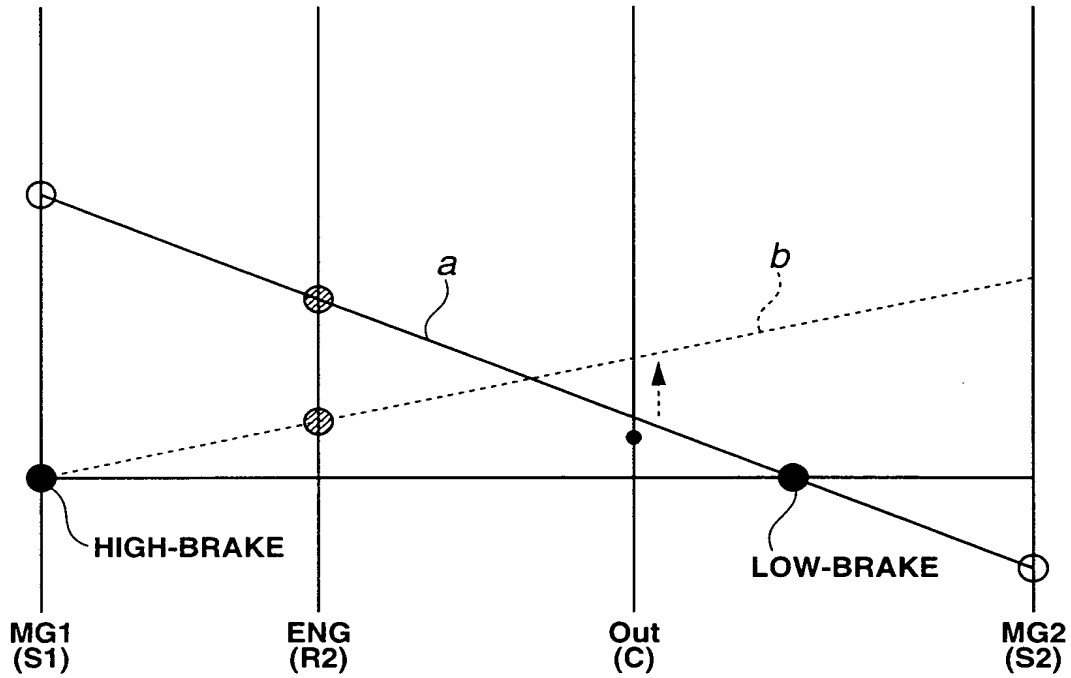


FIG.9

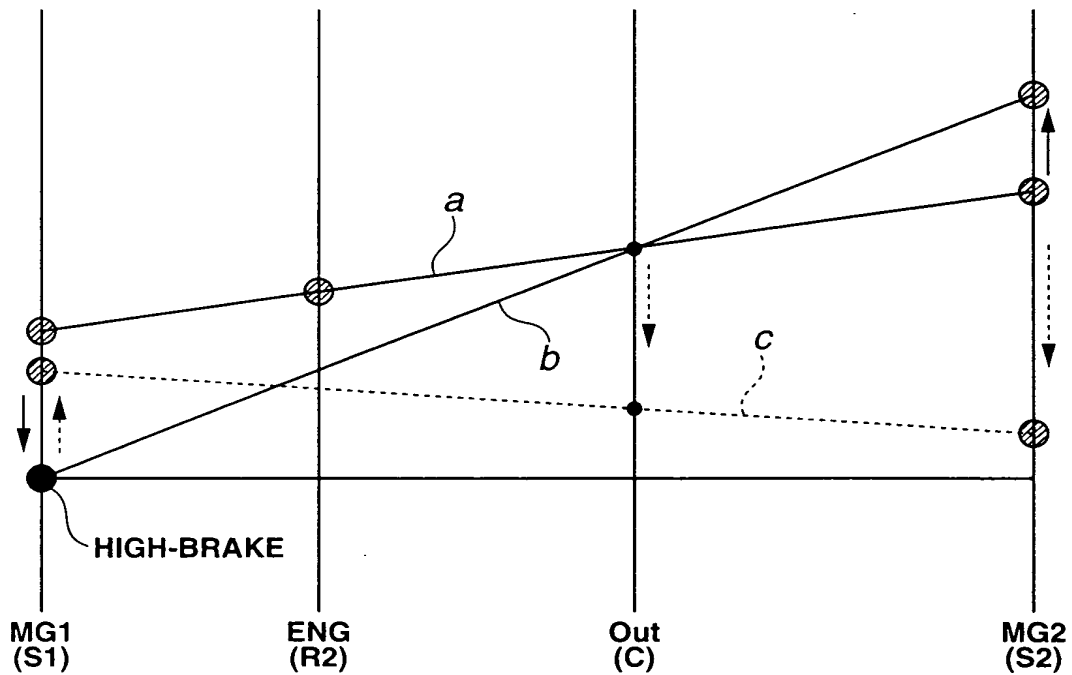


FIG.10

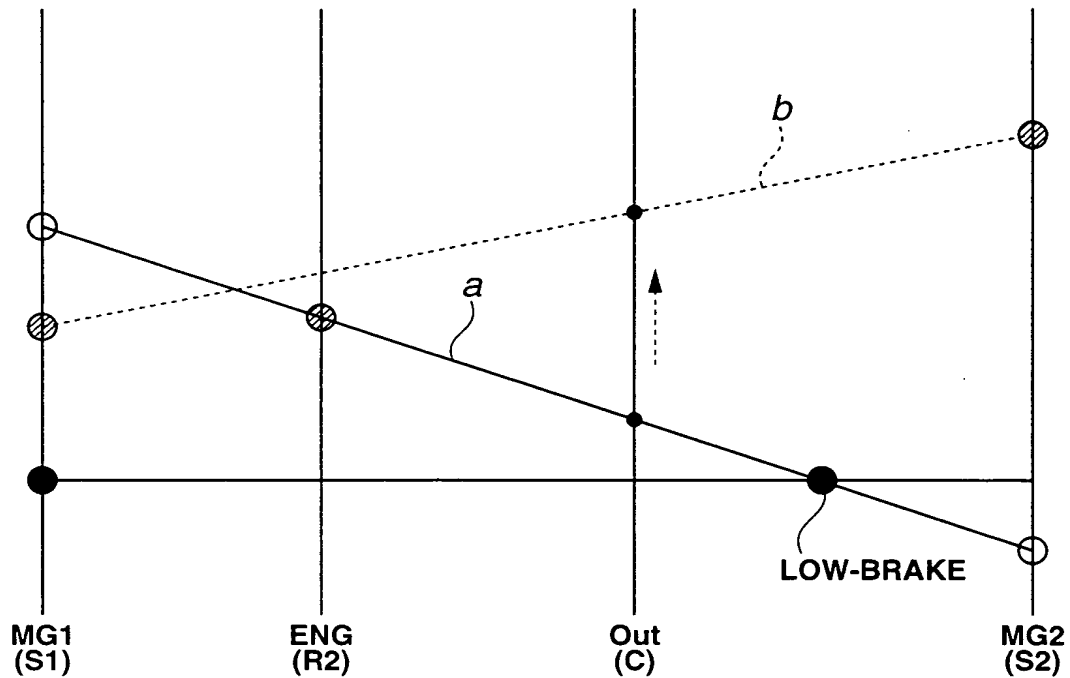


FIG.11

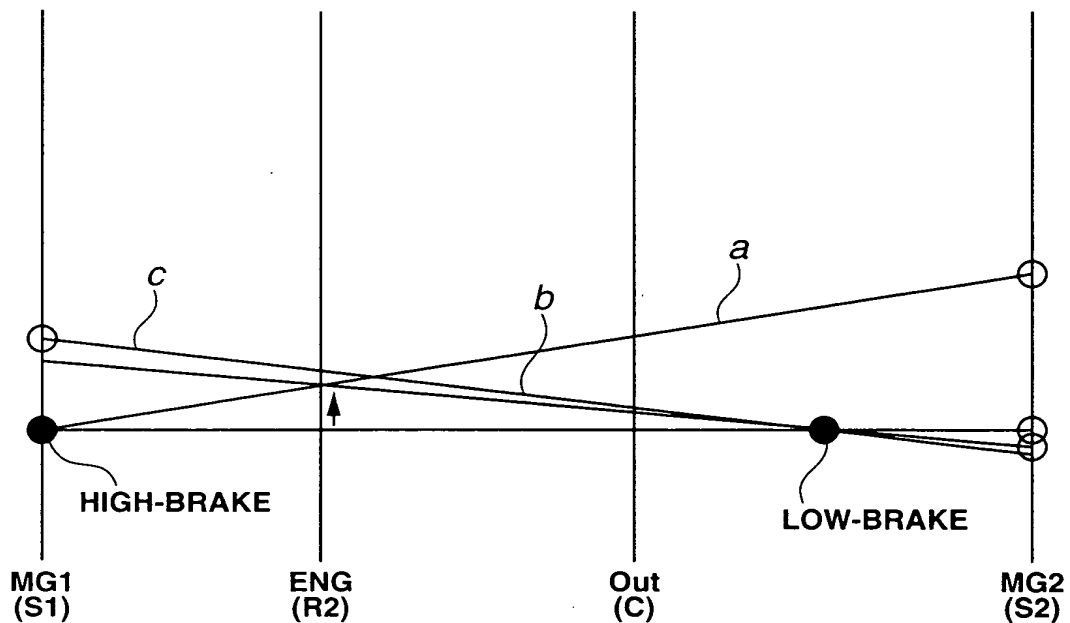


FIG.12

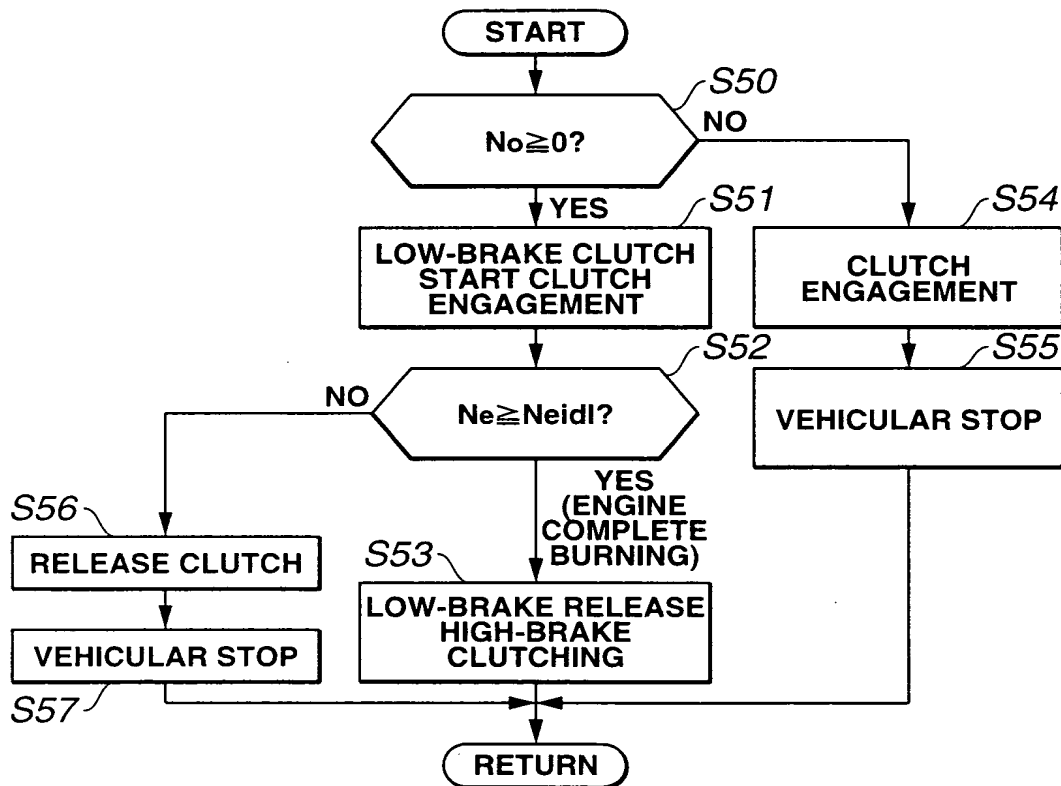


FIG.13

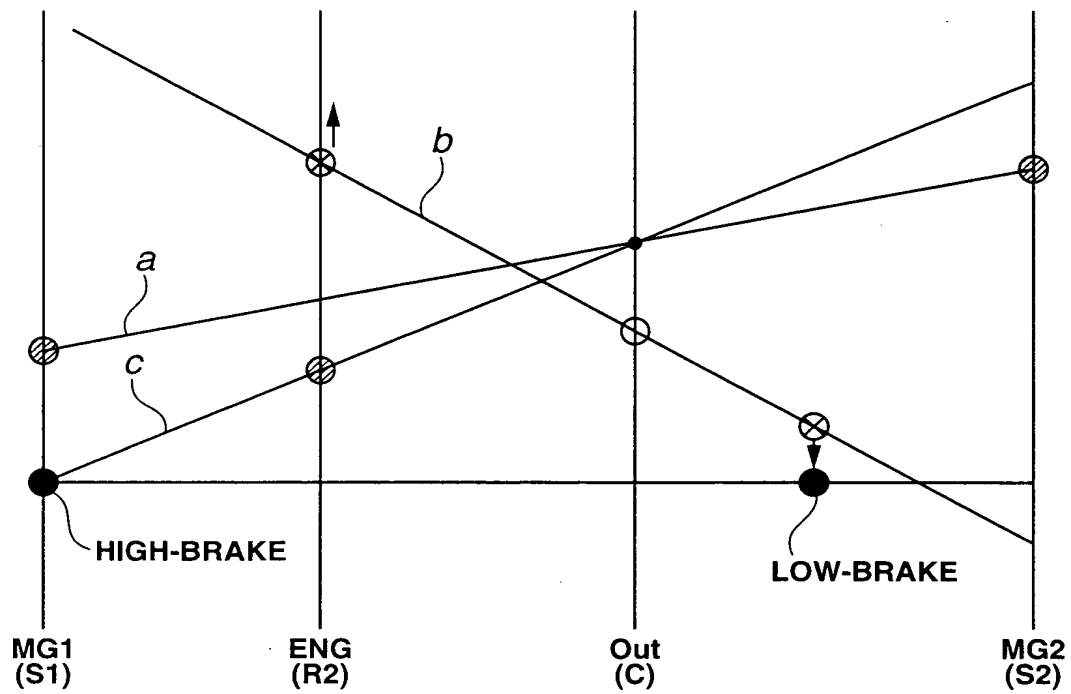


FIG.14

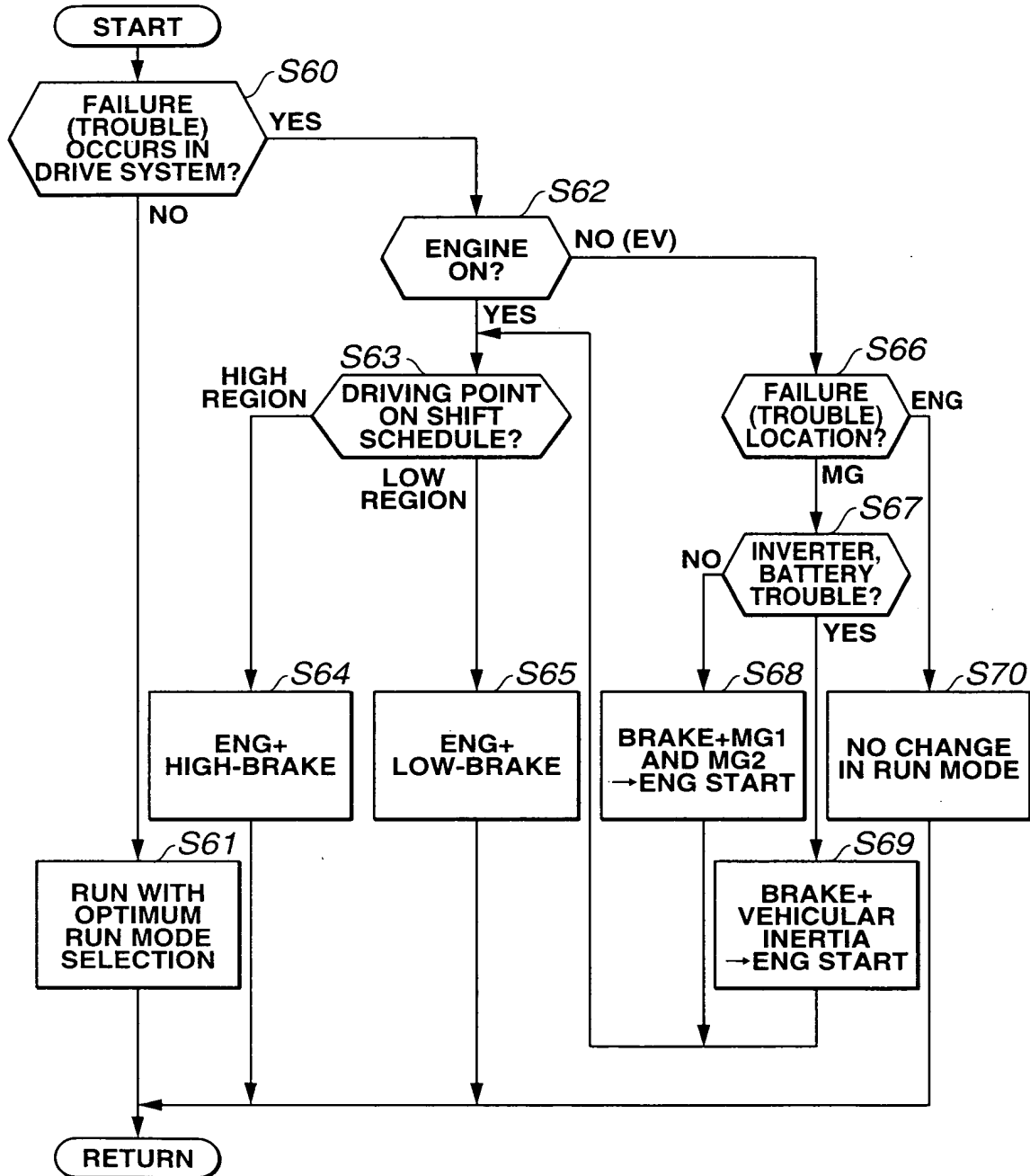


FIG.15

